

Intimations.

DAKIN BROS. OF CHINA, LIMITED.

CHINESE MEDICINE.

DAKIN'S CHOLERA ELIXIR.

For Administration in

CHOLERA, DYSENTERY, COLIC, &c.

THIS well tried remedy has been in extensive use in India, Burma, and some parts of China, for many years, and has proved beyond doubt its efficacy in arresting the rapid progress of Cholera, symptoms, and in combating this fatal malady when developed.

Containing no stupefying agents, it may be safely administered by the most inexperienced, following the directions that accompany each bottle.

Sold in 3 and 8 oz. Stopped bottles, at \$1.50 and \$3.00.

DAKIN'S CHLORODYNE.

Anodyne, Sedative, Antispasmodic.

Anodyne in Fever, Inflammation or Neuralgic affections.

Diaphoretic in coughs, colds, &c.

Sedative in insomnia and consumption.

Antispasmodic in Gout, Rheumatism, and Hysteria.

Astringent in Cholera and severe Diarrhoea.

In bottles at Cents, 35, 85, \$1.50 and \$2.75.

DAKIN BROS. OF CHINA, LIMITED.

LONDON—HONGKONG—AMOI. [13]

NOTICE.

A. S. WATSON & CO., LD.

FLOWER AND VEGETABLE SEEDS.

Season 1889-1890.

WE have just received our New Season's

importations, direct from the best Growers in England, France, and Germany, and are now prepared to execute all orders received for same with prompt and careful attention.

DESCRIPTIVE CATALOGUES

for ordering from (containing hints for garden- ing) will be sent post free on application.

ORDERS FROM ONE PERSON \$5 TO \$10

ALLOWED 25 PER CENT. DISCOUNT.

ORDERS FROM ONE PERSON OVER \$10 ALLOWED

AN EXTRA 5 PER CENT. DISCOUNT.

SINGLES PACKETS AT LIST PRICES.

WE GUARANTEE

That all seeds sold by us shall prove to be as

represented, to the extent that should they not

do so, we will replace them, or send other seeds

of the same value. But we cannot guarantee

the crop any further than the above offer, as

there are so many causes which operate un- favorably in the germination of seeds in a tropical climate, over which we have no control. Among the causes of failure may be mentioned un- favorable weather, which is one of the most important. The soil may be in proper condition when the seed is planted, but the weather which follows may be too wet, which will cause the seed to rot; or it may be too hot and dry, which destroys the germ before it shows itself. The soil may also be unfavorable for the variety of seed planted. And lastly, the seeds may be and are frequently destroyed by vermin of various kinds. Such occurrences are beyond the power of man to prevent, and for which we cannot be responsible.

Hongkong, 3rd September, 1889.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY,

Hongkong, 3rd September, 1889.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 29, 1889.

TELEGRAMS.

(Special to N. C. Daily News.)

THE CRISIS IN JAPAN.

YOKOHAMA, October 24th.

Count Inoue, Minister of State for Agriculture and Commerce, having given up his portfolio, and Count Ito having refused to withdraw his resignation, the Ministry has resigned. Affairs at present are very unsettled.

[Counts Inoue and Ito were, it will be remembered, the leaders of the revolution that destroyed the power of the Shogun and replaced the Emperor on the temporal as well as the spiritual throne.—ED.]

(From the Courier d'Halphen.)

THE EMPEROR OF GERMANY.

The Emperor and Empress of Germany, attended by Count Herbert Bismarck, have left for Athens, going through Italy and embarking at Genoa on a German man-of-war.

ANOTHER TYPHOON.

The Consul for Spain at this port courteously forwards the following telegram, received this morning from Bolinao:—

"Typhoon to the S.E. of Manila."

"In today's weather report Dr. Döberck says:—

"At 10.37 a.m. the following telegram was issued 'Typhoon south of Bolinao.' The typhoon is raging in southern Luzon, and will probably soon enter and move west-north-westward across the China sea."

LOCAL AND GENERAL.

H.M.S. *Hyacinth* arrived from Nagasaki to-day.H.M.S. *Porpoise* left Chinkiang for Hongkong on the 25th inst.The *Seochow*, on her arrival at Swatow last Friday, reported that two of her crew had been washed overboard in the heavy weather experienced outside.We are informed by the agents of the Austro-Hungarian Lloyd's S. N. Co. that the Company's steamer *Melbourne*, from Bombay, left Singapore last night for this port, and is expected on or about the 4th proximo.The British gunboat *Firebrand* arrived in the Peiho River on the 18th inst.Messrs. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Port Augusta* arrived at Vancouver on the 26th inst.

RUMORS were current this forenoon that the Admiralty Dock at Kowloon had sustained severe damage during the recent gale. We were unable to procure any reliable particulars up to the time of going to press.

THE General Managers (Messrs. Jardine, Matheson & Co.) inform us that the Indo-China Steam Navigation Co.'s chartered steamer *Moray*, from Calcutta, left Singapore for this port at 5 p.m. yesterday, and is due on the 3rd proximo.

A CHINESE contemporary says that the new 12-inch guns which Governor Liu Ming-chuan purchased from various foreign firms have proved very satisfactory at the recent trials at Hobe Fort in Formosa. They made a very loud noise, and were heard a great distance off!

OUR Shanghai morning contemporary is glad to hear from Ningpo that the state of the crops round there is not quite so bad as was feared. If the rains cease, half of the late rice will be saved. According to the Chinese at Ningpo such a season as this has not been known since 1845 or so.

We learn that telegraphic news was received here yesterday to the effect that the China and Manila Co.'s steamer *Diamond* has broken down badly in Manila. Detailed particulars of the accident have not come to hand, but we believe that the steamer's low-pressure cylinder and piston are broken, and her connecting rod bent, in addition to other damage of a more or less serious character.

THE second day of the Shanghai Regatta was completely spoiled by rain, which fell heavily throughout the proceedings. The Senior Sculls, which Lieut. Bramwell, of the Northamptonshire Regt., met Mr. Rudolph, of the Shanghai Rowing Club, proved a fizzle, the Hongkong man—who, by the way, never displayed any sculling ability in this colony—losing him on the tricky course and running aground, leaving Rudolph to finish alone.

THE Band of the A. & S. Highlanders will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8.15 o'clock. The following will be the programme:—

Triumphal March, "Agnicola," Moore.

"Thine on the Wind," Walcott.

Selection, "Folk songs of Italy," Ramsay.

Selection, "A Hunting Song," Ramsay.

Early morning, the most, on the scene, the rain.

Tally, full cry, the return home.

Selection, "The Jubilee," Gasser.

A DARING robbery is reported to have occurred at Chiu, near Wenchow, where a Government *lehkin* office was attacked by some 30 armed men. They rushed into the treasure room and, seizing the accounts, made him give up the keys of the strong box, then, rifling the place from top to bottom took with them about \$200 in cash and other valuables. During the affray the *lehkin* office manager's brother was wounded in nine places, principally with sword cuts.THE Chinkiang correspondent of the Shanghai *Mercury* writes under date Oct. 21st:—It has been blowing heavily here for the past twenty-four hours from the eastward, accompanied with heavy rain. A daring burglary was perpetrated about midnight on Saturday the 19th inst., at the premises occupied by the members of the China Inland Mission. The burglars certainly did the job in a business-like manner to effect the entrance which they did, at the rear of the building, by cutting away a portion of the venetian, which enabled them to lift the bolt that secured the shutter. They then cut out a pane of glass from the window and got inside. The thieves then got into a room used for storing clothing, etc. The boxes containing fur clothing and other valuables they carried into a distant room, where the boxes were broken open; some considerable time must have elapsed for this operation, but they were not disturbed, and got clear off with the booty.

A CAPITAL story, and which we are assured has the merit of being true, reaches us from Amoy. The other day a Chinese in that city purchased a house, which nobody else would look at, and which has been unoccupied for years on the strength of a belief that his Highness the Prince had resided in a well on the premises which had been carefully concealed over. However, this enterprising Celestial was not afraid of his Satanic Majesty, and after a short residence he thought he would like to see what the sealed up well actually did contain. The cement was accordingly removed, and the first fruit of his exploration was a box of silver ingots, then another, and finally a box of gold in bars. The value of this treasure-trove is estimated at \$20,000. As the silver ingots which, by the way, although somewhat different in shape, weigh exactly the same, are all marked with a rude imitation of a cross, it is assumed that they must have come originally from Manila, a large trade having always been carried on between that port and Amoy. Specimens of the have been sent down to this colony, so that probably some local numismatist may be able to trace their origin. Anyhow, the Chinese man of sense who was not scared of the devil, deserves to be congratulated on his good fortune.

Two cases of theft on board the China Navigation Co.'s steamer *zyuan* were before Mr. E. Robinson at the Police Court, this morning. The first one was that of a cook and a "boy" belonging to that steamer who failed to distinguish the old-time doctrine of "Mine and thine." It seemed that these "shining lights" of the profession had been in the habit of splitting away property belonging to the ship for quite a long period of time without being caught in the act, and had also prosecuted their "lifting" propensities without showing any decided taste for anything special. Everything was fish that came to the net, as may be witnessed from the following highly interesting list of stolen articles laid before the Court:—A couple of old caps, one shoe, a few tins of jam and condensed milk, a worn-out old blanket, an ancient tomahawk, a lead pencil, a few farthing candles, a dilapidated instrument, being an apology of what is termed a table knife, a porous ladle—used perhaps to serve a meal—brass and plated screws, etc., etc., *ad infinitum*. The thieves having been proved against the "boy," his Worship sentenced the wily "Aunt" to five months hard labor, but had to remand the cook's case until the day after tomorrow for further evidence to be produced. The second case was that of two Chinese sailors of the same vessel, charged by the Chief Officer for being too affectionately inclined to sea-slugs (*beche de mer*) worth, according to the complainant's estimate, forty dollars. The theft was admitted, although it appeared that the police had a bad quarter of an hour after one of the culprits, who led them a regular steep chase over a number of sampans along the ship's side, before he could be got to admit the charge—and now the two sailors cannot enjoy *beche de mer* soup for six weary months, as they have been asked by the Magistrate to contract with Her Majesty's Government to work at board wages for that length of time.The *Alacrity*, with Admiral and Lady Salmon on board, left Chinkiang for Hankow on the 26th inst., and is expected in Shanghai about the end of the month.We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the "Glen" liner *Glenfalloch*, from London, left Singapore for Hongkong this morning.

CANTON city is getting to be puritanically inclined. The Nanhui magistrate has just issued a proclamation forbidding theatricals to be performed with his jurisdiction, on the score of "immorality and their being the source of frequent disturbances among the populace."

ACCORDING to Chinese accounts the explosion of the arsenal at Tai-poh-loo (Formosa) was caused by a meteor, a number of the inhabitants alleging that they saw the fiery ball start on its downward flight and strike the doomed building. The Governor, who was greatly exasperated at the destruction of one of his pet schemes, at once ordered Tantai Sung Chi-fang to inspect the ruins, which were smouldering for many days after the explosion. It was then learned that ten of the rooms, containing rifles, small arms, shot and shell, and other military stores, had been destroyed. When the fire occurred a strong wind was blowing, which caused the flames to shoot up to a great height making them visible from a great distance.

THE "WHAMPOA."

After causing some anxiety to the agents, and a great deal of trouble and unpleasantness to the officers and passengers, the steamship *Whampoa*, Captain Hughes, has at last arrived, escorted by the *Sunghiang*. She left Wellington, New Zealand, on the 20th September, with coals and general cargo, and having as passengers two Europeans and 128 Chinese. Fair weather was experienced until Luzon was reached on the 12th inst. On the 13th a brisk and freshening gale sprang up from the north-west, and there was every indication that they were on the outer edge of a typhoon, the barometer standing at 29.48. On the 14th a heavy gale was raging, and about 7.30 a.m. a heavy sea struck the steamer and twisted her heavy iron rudder almost off at the trunk, where it is about seven inches diameter. As she was lying helpless in the trough of the sea an attempt was made to steer her by the sails, steaming slowly, and all that night the crew were kept continually hauling at the braces. But she fell away from minute, shipping green seas, the broken rudder swinging to and fro until it broke adrift and sank. The ship's safety was considerably imperilled, too, by the vicinity of the Pratas Shoal, some 50 miles to the north, as there was a strong N.W. breeze blowing, and it moderated on the 15th—the day she ought to have arrived here—and the crew were set to work making a jury rudder, by rigging out a spar aft. When lashed, however, the heavy swell at once carried it away, and she drifted all night and next day. She was then about 80 miles from Swatow, and nearly as far from where she broke down, and as provisions were running short it was decided to send for help. Mr. Groves, the second officer, with six Chinese sailors, left in the life-boat at midday, and on Saturday night help was looked for. Rockets were fired, and were answered by the *Sunghiang* at 2 a.m. on Sunday. There was a fresh breeze and a rising sea, and when at daylight a hawser was passed aboard it quickly parted, as did a second. Then the *Whampoa* anchored, and about noon the *Sunghiang* steamed off to Swatow to get provisions and a jury rudder. She was back on Tuesday, but a strong N.E. gale prevailed, and no communication could be maintained until Friday, when an extemporized jury-rudder was rigged, but still she would not steer. On Friday, three unsuccessful attempts to pass a hawser were made, and then, as there was only one day's more food for the Chinese, and none too much for the officers and passengers, the *Sunghiang* once more temporarily abandoned them, to go to Swatow for more supplies. She returned on Sunday with six days' food and a wooden rudder, which, the weather being more favorable, was put in position, and both vessels got under way, the *Sunghiang* controlling the "lame duck" by two stern hawsers. Hongkong was reached at noon to-day.Captain Glascock, of the *Sunghiang*, informed our representative that his vessel was in Amoy, discharging part of her cargo preparatory to coming on to Swatow and Hongkong, when news of the *Whampoa*'s breakdown reached him. After taking in water he sailed for the position given, and found her in the night. Captain Hughes came on board, and learning from him that he was bound for Hongkong, Captain Glascock decided to go to Swatow, discharge the cargo for that place, take in coal, and escort the *Whampoa* to this port. He went back, got a jury-rudder made in a few hours, forty men working at it, and went back with provisions. A continual gale prevailed, and when Mr. Nesbitt, the chief officer, tried to take the "chow" aboard it was at once drenched with salt water, and the boat smashed against the *Sunghiang*'s plates, the occupants having been saved with difficulty. That necessitated a second voyage for provisions to Swatow, which was seven hours distant, and his return efforts were more successful. But it was a trying time, and Captain Glascock's ebullient eyesight, due to constant looking out, will probably enforce his lying-back for a short time.

THE "ARDGAY."

At 7.30 a.m. on the 13th December, 1887, the steel steamer *Arday*, Captain Cooke, sailed out of this port with 150 tons of cargo for Bangkok, where she was to load for Liverpool. Hardly had she passed Gap Rock when she met with a severe gale, which drove her out of her course so much, no lights being obtainable owing to the dense fog, that at 4 a.m. on the 15th, when steaming 14 knots, she ran right up on the beach of My-han Bay, north of Cape Batangan, the coast of Cochin-China, 500 miles from Hongkong. The heavy surf quickly knocked her broadside on, and lifted her high and dry. Messrs. Adams Brothers, of Aberdeen, her owners, abandoned her four months later, and the underwriters, finding that \$40,000 was the lowest for which the Dock Company here would raise her, sold her as she lay the following May to the Hon. C. P. Chater for \$30,000. The Dock Company were again asked to name a price to float and bring the *Arday* to Hongkong, but it was considered too high, and Mr. Chater determined to raise her himself. Within a few weeks Lloyd's Engineers, Messrs. Andrew Johnston, had been retained and sketched out his plan for floating her. He was assisted by Mr. Walker, Messrs. Shepherd and Allan, the engineers of the stranded steamer, and a staff of Chinese mechanics. The task was not a pleasant one. The vessel lay over at angles varying from ten degrees to 45; a horde of predatory Annamese—fortunately as cowardly as they were—thievishly perpetually brought from Hongkong, and all comforts had to be scooped out of a canal for her first putting her head on to the water; and then haul her out. But the difficulties were tremendous. In fact, first place a wooden coffer-dam was built round her as she lay. A fortnight later the action of the surf, combined with the attacks of theteredos, had destroyed it. Notwithstanding this, by the 10th July, with the help of a small typhoon, her head was brought round thirty feet—her first move for six months. A fresh coffer-dam was made, this time of bags of sand. She floated several times after that inside the dam, a channel was cut, and everything seemed promising, when, on the 27th September, a severe typhoon struck the place, causing a heavy sea, hawsers were snapped, the dam destroyed, and the vessel driven like a cork ever so much higher up the beach than she had been before. A good many people despaired; but Mr. Johnston and his staff did not, although, for the season, nothing more could be done. Mr. Shepherd put in a solitary four months on board, without a European companion, and the ship was kept in order until March, 1889, when Mr. Johnston again went down, taking with him sand-pumps, centrifugal pumps, small engines, etc. For a while bad weather again hampered the work, but by the end of the month a sand-bag dock had been constructed, as many as 300 coolies being employed in digging. The dock was filled, and the steamer's position improved. Then another dam was made, and another seaward move made. The third dam, which was longer and narrower, gave much more difficulty, owing to the nature of the beach. The sand-bags had to be fitted so as to be almost water-tight, and this in seven feet of water was no easy matter. Mr. Sims (who had replaced Mr. Allan) and others, had to take spells at diving with the bags, dragging them along the bottom, and laying them in position, every work. At length it was finished, and by the end of June the vessel had been hauled out about forty yards. She was still deeply embedded aft, and the hauling-gear had to be pretty substantial: three anchors had been carried out about 900 yards to sea on a raft, and to these were attached two large iron cables, 16-inch coil rope, and an 11-inch Manila cable, pulled on by six-fold 6-inch ropes attached to steam-winchers. Another coffer-dam was commenced, and just when it was finished a typhoon on the 17th July destroyed it, but the high water enabled them to haul out a short distance further. She had then moved about 120 yards from the position in which she had been left by the typhoon of the previous September, but the peculiar, ever-changing formation of the beach made the comparatively short stretch remaining almost the hardest of the lot. All that could be done was to keep the tide polling, and await opportunities. The change of the moon was heralded by the increasing tides in September. On the 11th the *Arday* floated aft, but was hard ground amid- ship and forward. Next day, by hard work and constant heaving, she advanced a couple of feet—imperfectly dragged out, a quarter of an inch at a time. Again the beach changed—the surf rolled all the sand around her stern, burying it to a height of nine or ten feet. Still she was hauled, day and night, until the 18th, then she stuck until the 24th, when twenty yards were gained, and nothing more until the 10th October. A favorable day on that day helped her over a nasty patch, and to Toward's wharf she was pulled out as fast as her wind could take her, and daylight showed her 500 feet ahead. At 10 a.m. on the 11th the tackles were again straining, and at 11.30 the nearest of the three anchors was reached. But she was not yet afloat, although comparatively free of the sand. The furthest anchor was picked up at one o'clock, haul over hand, and as soon as it was hauled clear, the screw began to revolve, and the *Arday* steamed out to an anchorage. She remained there until next day, in the hope of saving the large anchor and the rest of the tackle. For eleven days then she bore away to Toward's, to get coals to reach Hongkong. For eleven days, then, this small quantity of fuel was unobtainable, but at length, with a heterogeneous supply in her bunkers, she set off. Being light, and meeting with unpleasant weather, she was delayed a little.At 10 o'clock on Monday the 28th October she came to her moorings in the harbour here, with "Arday" waving triumphantly on a pennant at her mainmast. A short time later Mr. Chater and some friends went aboard. They were quite satisfied. Although she looks a little dismantled now, having most of her rigging still down, she is clean and tight, and her engines are just as good as ever they were. She is to have gone to the slip to-day to be overhauled and re-classed, preparatory to being put on the coast-trade under the command of Captain Robert Case, late of the *Carlsbrooke*, and one of the most popular and experienced skippers that ever sailed out of Hongkong.

THE HONGKONG JOCKEY CLUB.

The following is the Report and Statement of Account from October last up to the 2nd inst.:

In submitting the accounts for the past year the Stewards would remark on the extraordinary expenditure on the Course itself necessitated by the flood last May. (The Course had to be freed of thousands of tons of sand, &c., and had to be re-constructed so as to drain towards the inside of the ditch outside gets constantly full of sand.)

For this purpose payments to the extent of about \$4,500 have already been made, and some further amount will have to be expended on the Grand Stand enclosure to get it in trim.

The Course is now in good order for the coming Meeting. It has not been thought advisable to build a new Grand Stand this season on account of the expense as well as the limited time at disposal.

As Clerk of the Course the Stewards have to regret the loss of the valuable services of Major Tripp, which were most fully appreciated.

THE HONGKONG JOCKEY CLUB IN ACCOUNT WITH THE HON. TREASURER.

Dr. Oct. 1888, to Oct. 1889.

To Upkeep of Race Course:—

Wages, Coolie hire, Re-

pairs to Stand, Painting

Fencing, &c. 5,763.01

J. Kennedy, Manure, Pony

hire, &c. 439.65

To Expenses of Meetings:—

Advertisements, Printing,

Attendance at Race Meet-

ings, Shroffs, &c. 77.50

Gratuity to Band 100.00

Gratuity to Police 100.00

Stewards' Tithe, Refresh-

ments to Band and Police 234.02

To Coffee and Refreshment

Rooms 897.26

Hongkong Hotel Bills 333.96

To Sinks and Pipes:—

Luncheon Cup 145.00

Challenge Cup 33.00

Brokers' Cup 55.50

Jockey Cup 127.00

Race Cup, 212 & 210 72.00

Stakes 5,224.00

To Sundries:—

Annual Cards, Dinner 95.54

Gratuity to Secretary's New

Year 21.00

Postage, &c. 4.00

Crown Rent 1.00

Rates and Taxes 234.00

Gate & Fairall, Sundries 28.19

Wolton & Deacon 25.00

Over-paid Entrance, re-

turned to Clerk of the

Course 20.00

Interest 7.15

Balance 426.97

By Balance as per Account rendered 515.41

Entrance Fees and Subscriptions 2,639.00

Entries and Nominations 7,221.00

Sale of Tickets 2,418.00

Subscriptions to Coffee 395.00

Refunded by A. Coxon from

London on account of

Challenge Cup, £24 15 8

Less paid to H. J. H. Tripp

over-remitted to London

by him 45 00

Interest on Current Account to

S. ptember 30th 48.38

Interest on Fix Deposit \$4,000 700.00

Fixed Deposit Receipt, Chartered

Bank 5,000.00

Interest on same 250.00

Balance 18,909.87

Fixed Deposit Chartered Mercantile

Bank 4,000.00

E. & O. E.

H. A. HERBERT,

Hon. Treasurer.

Examined and found correct

T. H. WHITEHEAD,

Hongkong, 27th October, 1889.

NEWS BY THE AMERICAN MAIL.

The O. & C. S. Co.'s steamer *Galle*, Capt.

W. C. Pearce, with the American mails of the

3rd inst., arrived here this afternoon. We are

indebted for the subjoined telegrams to our San

Francisco exchanges:—

PORT-AU-PRINCE (Hayti), September 20th.

The election of Presidential Electors in Hayti

has taken place, resulting, as everyone anti-

cipated, in the choice of a body of delegates

favorable to Hippolyte. The Electors will meet

on September 24th at Gonaves. Before

officially announcing Hippolyte as President a

revision of the Constitution will be made by this

body.

MADRID, September 25th.

A bomb was exploded to-day behind the

Ayete Palace at San Sebastian, where Queen

Christina is staying. No one was hurt and no

damage was done.

LONDON, September 26th.

